



**Legislative Department
Seattle City Council**

2006 Comprehensive Plan Update - Draft Council Bill for Public Comment

This document contains:

- 1) draft legislation containing the proposed 2006 amendments to the Seattle Comprehensive Plan;
- 2) attachments to the draft legislation; and
- 3) two potential amendments to the draft legislation.

Based upon public comments and Council deliberations, the amendments ultimately adopted, if any, may be different from the amendments set out in this document. The amendments that may be adopted may apply to the current legislation being considered by the Council, or they may be combined in a new Council Bill.

The Urban Development and Planning Committee of the City Council will hold a public hearing on the draft legislation and potential amendments on November 28, 2006. Information on the hearing is available at

http://www.seattle.gov/council/issues/comprehensive_plan_2006.htm. The Urban Development and Planning Committee will likely vote on the 2006 Comprehensive Plan amendments at its December 1, 2006 meeting, with a full Council vote occurring on December 4th or December 11th.

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6 **ORDINANCE _____**

7
8 AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate changes proposed
9 as part of the 2006 Comprehensive Plan annual amendment process.

10 WHEREAS, the City Council adopted procedures in Resolution 30261, as amended by
11 Resolution 30412, for amending the Comprehensive Plan, consistent with the
12 requirements for amendment prescribed by the Growth Management Act, RCW 36.70A;
13 and

14 WHEREAS, pursuant to Council Resolution 30412, a number of proposals for Plan amendments
15 were submitted for Council consideration, both from within City government and from
16 the public; and

17 WHEREAS, on April 24, 2006, the City Council considered these proposed Comprehensive Plan
18 amendments and adopted Council Resolution 30860, directing that City staff further
19 review and analyze certain proposed amendments; and

20 WHEREAS, these proposed amendments have been reviewed and analyzed by the Department
21 of Planning and Development and considered by the Council; and

22 WHEREAS, the City has provided for public participation in the development and review of
23 these proposed amendments; and

24 WHEREAS, the Council has reviewed and considered the Executive's report and
25 recommendations, public testimony made at the public hearing, and other pertinent
26 material regarding the proposed amendments, and has proposed additional amendments;
27 and

28 WHEREAS, the Council finds that the amendments to be adopted are consistent with the Growth
Management Act, and will protect and promote the health, safety, and welfare of the
general public; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Seattle Comprehensive Plan, as last amended by Ordinance 121955, is
amended as follows:

1 A. Urban Village Figure 1, *Urban Centers, Urban Villages, &*
2 *Manufacturing/Industrial Centers*, Urban Village Figure 4, *Uptown Urban Center*, and the
3 Future Land Use Map are amended to include the triangle bounded by Aurora Avenue, Denny
4 Way, and Broad Street within the Uptown Urban Center.

5 B. The goals and policies of the South Lake Union Urban Center are replaced in
6 their entirety by the goals and policies in Attachment 1 to this Ordinance.

7 C. The Future Land Use Map is amended to change the designation of the land in
8 South Lake Union currently shown as Industrial to Commercial/Mixed-Use, as shown on
9 Attachment 2.

10 D. In order to facilitate the replacement of State Route 99 (Alaskan Way Viaduct) ,
11 the following Land Use and Transportation Goals and Policies are amended or added:

12 Land Use Goal 47 is amended as follows:

13 Relocate or demolish transportation facilities that are functionally or aesthetically
14 disruptive to the shoreline, such as the aerial portion of the Alaskan Way Viaduct
15 on the Central Waterfront between King Street and Union Street.

16 Land Use Policy 241 is amended as follows:

17 Streets, highways, freeways and railroads should be located away from the
18 shoreline in order to maximize the area of waterfront lots and minimize the area
19 of upland lots. Streets, highways, freeways and railroads not needed for access to
20 shoreline lots shall be discouraged in the Shoreline District. A replacement for
21 the State Route 99 Viaduct (only for seawall reconstruction and either a tunnel
22 with a surface roadway or a surface roadway) may be located in the Shoreline
23 District because it represents a critical link in the transportation network.

24 Land Use Policy 250 is amended as follows:

1 Permit landfill on submerged land that does not create dry land where necessary
2 for a water-dependent or water-related use, for the replacement of the State Route
3 99 Viaduct (only for seawall reconstruction and either a tunnel with a surface
4 roadway or a surface roadway), for the installation of a bridge or utility line, or
5 for wildlife or fisheries habitat mitigation or enhancement. Permit landfill that
6 creates dry land only where necessary for the operation of a water-dependent or
7 water-related use, for the replacement of the State Route 99 Viaduct (only for
8 seawall reconstruction and either a tunnel with a surface roadway or a surface
9 roadway), to repair pocket erosion, or for wildlife habitat mitigation or
10 enhancement. Large amounts of dry land may be created in Lake Union only if
11 specifically approved by the Council for a public park purpose.
12
13

14 Land Use Policy 270 is amended as follows:

15 The 35-foot height limit of the Shoreline Management Act shall be the standard
16 for maximum height in the Seattle Shoreline District. Exceptions in the
17 development standards of a shoreline environment may be made consistent with
18 the Act and with the underlying zoning where:
19

20 a. a greater height will not obstruct views of a substantial number of residences
21 and the public interest will be served; and

22 b. greater height is necessary for bridges or the operational needs of water
23 dependent or water-related uses or manufacturing uses; or

24 c. greater height is necessary to allow for the replacement of the State Route 99
25 Viaduct (only for seawall reconstruction and either a tunnel with a surface
26 roadway or a surface roadway); or

27
28 d. a reduced height is warranted because of the underlying residential zone; or

1 e. a reduced height is warranted because public views or the views of a substantial
2 number of residences could be blocked.

3 The following new shoreline transportation policy LU 246 is added to the Land Use Element (C-
4 4):

5 LU 246 To facilitate expeditious construction in an environmentally and fiscally
6 responsible manner, standards for major state and regional transportation projects
7 should be considered that will allow flexibility in construction staging, utility
8 relocation, and construction-related mitigation and uses, provided that there is no
9 net loss of ecological function.
10

11 The following new transportation policy is added to the Transportation Element (F):

12 Prohibit aerial transportation structures over 35 feet high, such as bridges and
13 viaducts, on the Central Waterfront in the Shoreline Environments between King
14 Street and Union Street, except for aerial pedestrian walkways associated with
15 Colman Dock, in order to facilitate the revitalization of downtown's waterfront,
16 provide opportunities for public access to the Central Waterfront shoreline, and
17 preserve views of Elliott Bay and the land forms beyond.
18
19

20 E. The goals and policies of the Roosevelt residential urban village are replaced in
21 their entirety by the goals and policies in Attachment 3 to this Ordinance.

22 F. Delete First Hill neighborhood plan policy FH-P2 in its entirety, as follows:
23 ~~((Encourage the development of a “critical mass” of housing, transit, and shops~~
24 ~~near the proposed light rail station.))~~
25

26 G. Land Use Policy 36 in the Land Use Element is amended as follows to clarify
27 where open space and required yards are recommended:
28

1 Outside of Urban Centers, ((U))use requirements for ~~((the provision of))~~ onsite
2 open space or required yards to help ensure that new development maintains
3 existing patterns of landscaped front yards, to encourage permeable surfaces and
4 vegetation, and to mitigate the cumulative effects of development. ~~((Require that~~
5 ~~usable open space or recreation areas be provided as part of construction of dense~~
6 ~~office buildings and all residential buildings.))~~

7
8 H. The Future Land Use Map is amended to change the designation of the land
9 bounded by S. Dearborn Street, Rainier Avenue S., S. Weller Street, and 12th Avenue S.
10 currently shown as Industrial to Commercial/Mixed-Use, as shown on Attachment 4.

11 I. The following new policy is added to the Land Use Element (B-2 and B-3):
12 Seek opportunities to incorporate incentive programs for development of housing
13 affordable to lower-income households into legislative rezones or changes in
14 development regulations that increase development potential. Consider
15 development regulations that condition higher-density development on the
16 provision of public benefits when such public benefits will help mitigate impacts
17 of development attributable to increased development potential.
18 of development attributable to increased development potential.

19
20 J. Transportation Policy 33 is amended as follows to clarify policies for
21 prioritization of pedestrian improvements:

22 Accelerate the maintenance, development, and improvement of ~~((existing))~~
23 pedestrian facilities, including public stairways. Give special consideration to:
24 a. access to recommended school walking routes;
25 b. access to transit, public facilities, social services and community centers;
26 c. areas with high levels of growth;
27 d. areas with a history of pedestrian/motor vehicle crashes and other safety
28 problems; and

1 e. access within and between urban villages for people with disabilities and
2 special needs.

3 Identify, in the Pedestrian Master Plan, a method for assessing and implementing
4 pedestrian safety and access improvements in high growth areas.

5
6 K. Transportation Policy T28 is amended to encourage expansion of water-borne transit
7 service, and to split it into two policies as follows:

8 **Transportation Policy T28:** Support efficient use of ferries to move
9 passengers and goods to, ~~((and))~~ from, and within Seattle. Explore route, funding
10 and governance options for waterborne transit service, especially those that serve
11 pedestrians.

12
13 **New Policy:** In order to limit the expansion of automobile traffic by ferry,
14 ~~((E))~~encourage the Washington State Ferry System to expand its practice of
15 giving loading and/or fare priority to certain vehicles, such as transit, carpools,
16 vanpools, bicycles, and/or commercial vehicles, on particular routes, on certain
17 days of the week, and/or at certain times of day. Encourage the Ferry System to
18 integrate transit loading and unloading areas into ferry terminals, and to provide
19 adequate bicycle capacity on ferries and adequate and secure bicycle parking at
20 terminals.
21
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1 Section 2. This ordinance shall take effect and be in force thirty (30) days from and after its
2 approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after
3 presentation, it shall take effect as provided by Municipal Code Section 1.04.020, except that
4 Section 1.D shall take effect either as described above or when state Department of Ecology
5 approval of said section is granted, whichever is later.
6

7 Passed by the City Council the ____ day of _____, 2006, and signed by me in
8 open session in authentication of its passage this ____ day of _____, 2006.
9

10 _____
11 President _____ of the City Council
12
13

14 Approved by me this ____ day of _____, 2006.
15

16 _____
17 Gregory J. Nickels, Mayor
18
19

20 Filed by me this ____ day of _____, 2006.
21

22 _____
23 City Clerk
24

25 (Seal)

26 Attachment 1: Goals and policies of the South Lake Union Neighborhood Plan
27 Attachment 2: South Lake Union Future Land Use Map Amendment
28 Attachment 3: Goals and policies of the Roosevelt Neighborhood Plan
Attachment 4: Rainier and Dearborn Future Land Use Map Amendment

Attachment 1

SOUTH LAKE UNION URBAN CENTER

PROPOSED NEIGHBORHOOD PLAN GOALS AND POLICIES

NEIGHBORHOOD CHARACTER

G1 A vital and eclectic neighborhood where people both live and work, where use of transit, walking and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting street life and amenities to support and attract residents, employees and visitors.

P1 Encourage the co-location of retail, community, arts and other pedestrian-oriented activities in key pedestrian nodes and corridors.

P2 Promote diversity of building styles and support the diverse characters of neighborhood sub-areas.

P3 Encourage public and private developers to consider existing neighborhood character when designing projects adjacent to parks and historical sites.

P4 Work with the community to develop strategies to make the neighborhood safe for all community members.

P5 Encourage designs of public spaces and private buildings that can accommodate the needs of people across a range of ages and abilities, allowing residents to age in place.

G2 A neighborhood that recognizes its history as a maritime and industrial community and embraces its future as a growing urban center that provides for a wide range of uses.

1 P6 Establish incentives to encourage preservation, reuse and rehabilitation of
2 historically significant structures in the neighborhood; explore incentives to
3 encourage the adaptive reuse of other older buildings in the neighborhood that
4 provide a visual reminder of the past and promote diversity of character and
5 building types.

6 P7 Support existing organizations that provide for an eclectic and livable
7 community, including arts and culture, human services, maritime and educational
8 organizations.

9
10 P8 Seek to maintain a diversity of uses in the neighborhood, including maritime,
11 industrial and downtown-core service businesses traditionally occupying the
12 neighborhood.

13 **G3 A neighborhood that serves as a regional center for innovative organizations and**
14 **that supports a diverse and vibrant job base.**

15
16 P9 Support the growth of innovative industries in South Lake Union including
17 biotechnology, information technology, environmental sciences and technology,
18 and sustainable building.

19 P10 Foster a collaborative and creative community through interaction among
20 community members and different types of organizations in the community,
21 including those engaged in arts and culture, human services and education, as
22 well as neighborhood businesses and organizations.

23
24 **G4 A neighborhood where arts and culture thrive, with attractions for citywide**
25 **audiences and a broad range of arts and cultural organizations.**

26
27 P11 Encourage characteristics that favor a sustainable arts and cultural presence,
28 including affordable and adaptable venues for making, performing and displaying
art that meet the diverse needs of artists and arts organizations.

1 P12 Provide for a livable community by encouraging artistic activities that create a
2 positive street presence.

3 P13 Seek to incorporate the arts into the design of public projects and the use of
4 public spaces.
5

6 **G5 A neighborhood that supports this and future generations by providing community-**
7 **based historical, cultural, artistic and scientific learning and enrichment activities**
8 **for children, residents, employees and visitors.**

9 P14 In order to support neighborhood families, encourage existing and new schools
10 and childcare facilities in South Lake Union and adjacent neighborhoods.
11

12 P15 Recognize the heritage of the neighborhood and the rich diversity of
13 neighborhood businesses and organizations as opportunities for learning.
14

15 P16 Encourage the development of higher education, apprenticeship and internship
16 opportunities and adult learning offerings that build on the innovative climate of
17 the community.

18 **TRANSPORTATION**

19 **G6 A livable, walkable community that is well served by transit and easy to get around**
20 **by foot, bike or transit.**
21

22 P17 Work with transit agencies to provide transit service to and through South Lake
23 Union to meet growing demand and changing markets.
24

25 P18 Promote a system of safe pedestrian and bicycle connections linking key activity
26 areas and destinations, such as open spaces, schools and arts facilities.

27 **G7 A transportation system that provides safe, convenient access to businesses,**
28 **residences, and other activities in the neighborhood.**

1 P19 Collaborate with businesses, developers, housing providers and transit providers
2 to reduce demand for automobile trips by making transit and other alternative
3 modes attractive choices for residents and commuters.

4 P20 Develop flexible off-street parking requirements that provide parking adequate to
5 a building's occupants and encourage the use of transit, walking, bicycling and
6 other non-automotive modes.

7
8 P21 Encourage the efficient use of on-street parking for neighborhood businesses,
9 residents and attractions through innovative parking management and pricing
10 strategies.

11 **G8 A well-connected neighborhood with bicycle, pedestrian, waterborne and vehicular**
12 **access to adjacent neighborhoods.**
13

14 P22 Explore transportation improvements to link South Lake Union with its
15 surrounding neighborhoods.

16 P23 Seek to provide improved access to and connections across Aurora Avenue North
17 that result in a more integrated and efficient transportation system for multiple
18 transportation modes.

19
20 **G9 A neighborhood with principal arterials that move people and freight efficiently**
21 **through the neighborhood, support local access, and provide circulation for all**
22 **modes.**
23

24 P24 Create a street network that enhances local circulation and access for all modes
25 of travel by balancing the need to move people and freight efficiently through the
26 neighborhood with the need for increased accessibility and safety for pedestrians
27 and bicyclists.
28

P25 Encourage improvements to Mercer and Valley Streets that support development of South Lake Union Park, improve neighborhood circulation for all modes, and move people and freight efficiently through this corridor.

PARKS AND OPEN SPACE

G10 Parks and open spaces provide an obvious and inviting purpose, accessible to and meeting the needs of an increasingly diverse neighborhood as it grows and changes.

P26 Support South Lake Union Park as a local and regional waterfront attraction that celebrates the area's natural history and maritime heritage.

P27 Support Cascade Playground and related facilities as a community resource and model for sustainable parks development.

P28 Support Denny Park's historic character while identifying opportunities to encourage more use of the park.

P29 Consider a variety of tools, including regulatory measures and joint projects with public agencies and private organizations, to provide for new open spaces to support the growth of the neighborhood.

P30 Encourage the acquisition and development of public or private spaces that provide for active play and recreation.

P31 Use visual and physical connections between open spaces, adjacent streets and surrounding activities to stimulate positive social interactions.

P32 Identify opportunities for alternatives to traditional open spaces, including green streets and recognition and use of Lake Union as recreation and open space.

HOUSING

G11 A wide range of housing types is integrated into the community, accommodating households that are diverse in their composition and income.

P33 Provide incentives to encourage housing for people across a range of incomes in a variety of housing types, particularly in mixed-income buildings.

P34 Encourage affordable housing units throughout the community through new construction and preservation of existing buildings.

P35 Encourage both rental and ownership housing.

P36 Promote housing, amenities, and services, including schools and childcare, that will attract more families to move into the South Lake Union neighborhood.

G12 Housing in South Lake Union is affordable for and attractive to workers in South Lake Union, to enable people to live near their jobs.

P36 Encourage employers to develop and participate in strategies that allow employees to live near their work.

P37 Allow housing and businesses throughout South Lake Union to provide opportunities for people to work and live in the neighborhood.

P39 Identify locations within South Lake Union where housing could be particularly concentrated to create viable urban residential communities.

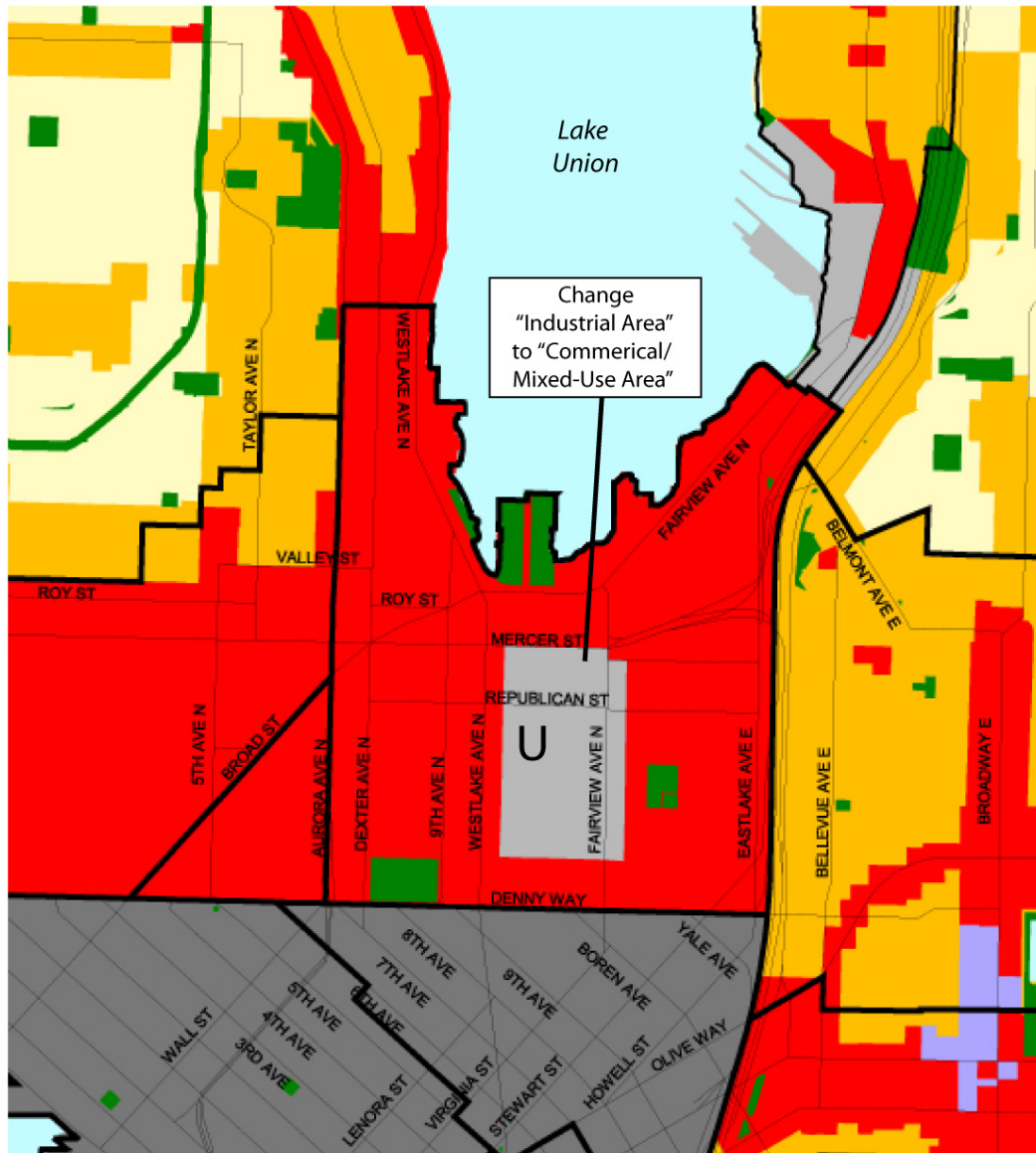
P40 Promote the development of live-work housing, especially when designed to meet the special needs of groups like artists and their families.

SUSTAINABLE DEVELOPMENT

G13 A neighborhood that acts as a model for sustainable redevelopment.

- 1 P41 Encourage low-impact development and activities that can control consumption
2 of resources, improve public health and safety, and provide for multiple
3 environmental benefits.
- 4 P42 Encourage careful stewardship of water quality in Lake Union, including
5 strategies to improve the quality of water flowing into the lake.
6
- 7 P43 Provide for a stable and reliable supply of electrical power to South Lake Union,
8 which has facilities with unique load and service requirements, such as high-
9 technology and biotechnology research laboratories.
- 10 P44 Explore new sources of energy for heating and cooling, renewable energy,
11 distributed co-generation, and energy conservation, at the building, block and
12 neighborhood level.
13
- 14 P45 Encourage building designs that allow for public view corridors through the
15 neighborhood to Lake Union and the Space Needle and natural light at street
16 level.
- 17 P46 Seek to increase tree coverage, reintroduce native plant species into the neighborhood
18 and provide for additional wildlife habitat appropriate to the urban environment.
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Attachment 2



Excerpt from the Future Land Use Map

Attachment 3

ROOSEVELT PROPOSED NEIGHBORHOOD PLAN GOALS AND POLICIES

LAND USE GOALS

R-LUG1: Foster development in a way that preserves single-family residentially zoned enclaves and provides appropriate transitions to more dense, or incompatible, uses

R-LUG2: Promote the growth of the Roosevelt Urban Village in a manner that concentrates residential and business uses in the commercial core and near the light rail station, with less dense residential, mixed use and commercial development along the commercial arterials that extend from the core.

R-LUG3: Promote the design of private development and public facilities that protects and enhances public views and vistas.

LAND USE POLICIES

R-LUP1: Support a zoning strategy that consolidates similar zoning into whole blocks in and near the urban core and light rail station, to result in more compatible development.

R-LUP2: Support the infill development of commercial zoned properties that are vacant or underutilized.

R-LUP3: Promote the development of new multifamily dwellings, in properly zoned areas, that will buffer single-family areas from the commercial core, freeway and commercial corridors.

TRANSPORTATION GOALS

1 R-TG1: Accommodate anticipated increases in transit, truck and automobile traffic on arterials.

3 R-TG2: Balance the use of arterials for the movement of people and goods with parking needs.

5 R-TG3: Minimize cut-through traffic on non-arterial streets.

7 R-TG4: Respect the Olmsted legacy of Ravenna Boulevard as an element of the city's
8 transportation and open space systems.

10 R-TG5: Ensure that Roosevelt continues to be well integrated into the regional transportation
11 infrastructure.

13 **TRANSPORTATION POLICIES**

15 R-TP1: Acknowledge that the existing built street environment must accommodate foreseeable
16 traffic increases and provide interface with the light rail station.

18 R-TP2: Promote sidewalk design on principal and minor arterials to encourage pedestrian use
19 and improve pedestrian safety.

21 **PARKING GOALS**

23 R-TG6: Promote the preservation of on-street parking for residents and their guests on minor
24 arterials without bus routes and local access streets.

26 R-TG7: Promote the efficient use of on-street parking on principal and minor arterials.

28 **PARKING POLICIES**

R-TP3: Promote the equitable distribution of parking on commercial and residential access streets to provide a safe flow of traffic relative to traffic volume and optimize the amount of on-street parking.

R-TP4: Prioritize parking in commercial areas for business customers.

SAFETY GOALS

R-TG8: Street design and traffic control on principal and minor arterials should provide for pedestrian safety and promote a healthy walking environment.

SAFETY POLICIES

R-TP5: Design traffic signals, crosswalks and sidewalks to improve pedestrian safety and encourage walking.

R-TP6: Promote site planning that reduces conflicts between pedestrians and vehicles.

LIGHT RAIL GOALS

R-TG9: Promote and support the integration of the Sound Transit Light Rail Station into the transportation network of the Roosevelt Urban Village.

LIGHT RAIL POLICIES

R-TP7: Promote a surface transit routing scheme that provides convenient, effective and frequent access to the light rail station.

R-TP8: Promote elements in the design of the light rail station that provide functional loading and unloading for vehicles, including surface transit.

R-TP9: Promote improvements of pedestrian and bicycle facilities to ensure safe and convenient access to the light rail station.

R-TP10: Protect on-street parking for residents and neighborhood commercial patrons from light rail users who commute to the station by automobile.

HOUSING GOALS

R-HG1: Protect and maintain the architectural heritage of Roosevelt's Craftsman, bungalow and Tudor style housing while embracing growth of well designed buildings of an appropriate scale.

R-HG2: Create housing types that can provide housing opportunities for a wide range of residents and households with varying incomes and housing needs.

R-HG3: Accommodate most of the expected residential growth by encouraging larger development in and around the Roosevelt Urban Village's light rail station and commercial core.

HOUSING POLICIES

R-HP1: Promote the preservation and maintenance of existing single-family homes in single-family zones and control impacts to homes on the edge of the single-family zones.

R-HP2: Encourage an appropriate fit of scale and architectural character in all new developments.

R-HP3: Encourage extended families and families with children to reside in Roosevelt.

R-HP4: Encourage housing options for people with disabilities, senior citizens, and those with low or moderate-income levels.

R-HP5: Create housing opportunities that allow Roosevelt residents to stay in the neighborhood through various life stages.

R-HP6: Encourage mixed-use and larger multifamily structures in and immediately surrounding the transit and commercial core to accommodate increased density in our neighborhood.

CAPITAL FACILITIES GOALS

R-CFG1: As growth in the neighborhood occurs and density increases, provide public open spaces and indoor and outdoor community gathering places for neighborhood enjoyment.

R-CFP2: Provide safe, well-maintained parks and open spaces with a variety of facilities that will promote positive activity.

CAPITAL FACILITIES POLICIES

R-CFP1: Protect the value of Roosevelt's public spaces by controlling shadow impacts from surrounding development, enhancing and maintaining the landscape and facilities, and preserving public views from these spaces of the Olympic Mountains and Mount Rainier, the downtown Seattle skyline, and other City Landmarks.

R-CFP2: Promote increased use of existing public open spaces.

1
2 R-CFG3: Provide open space to support higher density residential development in appropriately
3 zoned areas, including public plazas and other urban amenities in the commercial core and at the
4 light rail station.

5
6 R-CFP4: Consider redevelopment of under-used or decommissioned properties or facilities as a
7 way to increase the amount of parks and recreation facilities and open space in the
8 neighborhood.

9
10 R-CFP5: Promote the design and programming of existing open spaces and facilities for
11 alternative activities and shared uses.

12
13 R-CFP6: Provide trails and corridors that connect existing and new parks and open spaces, to
14 create an open space network.

15
16 **UTILITIES GOALS**

17
18 R-UG1: Maintain and enhance access for Roosevelt residents and businesses to the broadest
19 range of utility systems available within the city of Seattle.

20
21 R-UG2: Help achieve overall City goals to reduce the use of energy and the production of non-
22 recyclable waste and to increase the reuse of storm water and the recycling of solid waste.

23
24 R-UG3: Reduce the visual impact of utilities in the Roosevelt neighborhood.

25
26 **UTILITIES POLICIES**

27
28 R-UP1: Promote Roosevelt as a neighborhood of high technology connectivity.

1 R-UP2: Strive to ensure that all residents and business have equal access to public and private
2 utilities and programs that reduce cost and waste.

3
4 R-UP3: Encourage the participation by all Roosevelt residents and businesses in voluntary
5 programs for yard waste reduction and recycling, rain water collection and reuse, solar
6 connection to the City's electrical grid and other such programs as may be sponsored the City,
7 private utilities or other public organizations.
8

9
10 R-UP4: Promote the use of sustainable building products and energy/water conserving fixtures in
11 all new construction.
12

13
14 R-UP5: Encourage the screening of above ground utility facilities, such as electrical substations,
15 with either landscaping or artistic treatments.
16

17 **ECONOMIC DEVELOPMENT GOALS**

18
19 R-EDG1: Promote the health of the Roosevelt neighborhood commercial core and foster a
20 strong, vibrant, pedestrian-oriented neighborhood business district.

21
22 R-EDG2: Take advantage of the location of the light rail station by promoting mixed-use
23 development that includes both businesses and multifamily housing near the station to serve the
24 diverse population of the Roosevelt neighborhood.

25
26 R-EDG4: Recognize that Roosevelt's cultural resources, including schools, institutions,
27 traditions, historic resources, and creative people, are important contributors to our
28 neighborhood economy, as well as to the city.

ECONOMIC DEVELOPMENT POLICIES

R-EDP1: Support retention and growth of existing businesses, industries, and small firms within the Roosevelt Urban Village, and actively seek to attract new businesses appropriate to the neighborhood context and infrastructure.

R-EDP2: Promote opportunities for business development related to users of the Roosevelt light rail station.

R-EDP3: Encourage development of live/work arrangements within traditional commercial and office spaces, as a way to encourage small business owners to live in the neighborhood.

R-EDP4: Strengthen ties with schools, institutions, arts and cultural entities, non-profits, and other organizations and recognize their contributions of economic diversity, living wage jobs and economic activity to the neighborhood.

HUMAN DEVELOPMENT GOALS

R-HDG1: Make Roosevelt a neighborhood that supports a variety of life styles and families of all sizes, where all can be involved in community and neighborhood life.

R-HDG2: Create an environment for sustainable living, accessible health care, education, and housing within the Roosevelt community.

HUMAN DEVELOPMENT POLICIES

R-HDP1: Create opportunities that build connections through community service and volunteering.

1 R-HDP2: Promote respect and appreciation for diversity in the Roosevelt Neighborhood and
2 compassion for those in the neighborhood who are disadvantaged.

4 R-HDP3: Promote public safety through active community involvement and good urban design.

6 R-HDP4: Foster a family-friendly environment and activities that promote cross-generational
7 participation and that increase youths' attachment to the community.

9 R-HDP5: Support programs that provide assistance to disadvantaged individuals and families.

11 **ENVIRONMENT GOALS**

13 R-EG1: Maintain a healthy natural environment as the Roosevelt neighborhood accommodates
14 growth.

16 R-EG2: Maintain and enhance the legacy of environmental stewardship in the Roosevelt
17 neighborhood.

19 **ENVIRONMENT POLICIES**

20 R-EP1: Protect and enhance the urban forest on public and private property to reduce storm
21 runoff, absorb air pollutants, reduce noise, stabilize soil and provide habitat.

23 R-EP2: Discourage the use of chemical products on lawns and gardens and for household use
24 and discourage impervious ground surfaces to help protect the quality of Seattle's water bodies.

26 R-EP2: Maintain and enhance environmental quality through the use of natural systems to
27 reduce pollution and greenhouse gases in the air and to clean and control storm water runoff.

1 R-EP3: Promote conservation of resources and energy, and use of sustainable building products
2 through education, design review and community action.

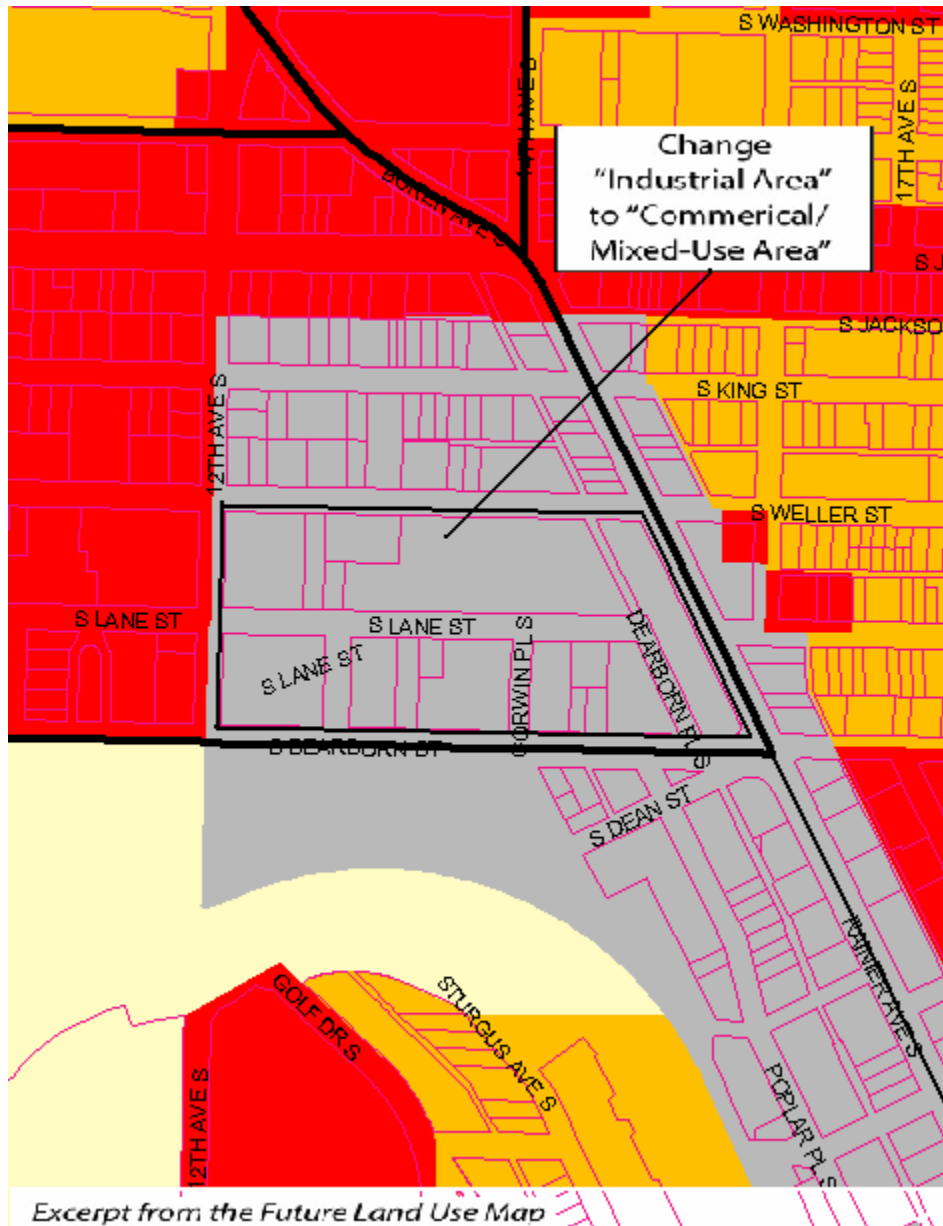
3
4 R-EP4: Strive to protect and retain exceptional trees and groups of trees that enhance
5 Roosevelt's historical, cultural, environmental and aesthetic character.

6
7 R-EP5: Promote the use of environmentally friendly modes of transportation and other ways of
8 reducing greenhouse gases, such as alternative heating systems and reduced use of gasoline-
9 powered devices.

10
11 R-EP6: Promote site planning and building design that reduce energy use through natural
12 lighting, natural ventilation and solar orientation.

13
14 R-EP7: Promote street and other outdoor lighting fixtures that reduce light pollution, such as
15 through the use of hoods and downward orientation.

Attachment 4



Possible North Highline Potential Annexation Area Amendment

This potential amendment would add North Highline as a Potential Annexation Area (PAA). Language amending the draft Council Bill and an attachment are shown below. The Council's Special Committee on Annexation recommends that the following conditions be satisfied prior to Council considering designating North Highline a PAA:

- A Signed Interlocal Agreement between Seattle and King County in which KC indemnifies Seattle against all liability associated with the existing South Park Bridge and accepts financial responsibility for both the existing bridge and building a new bridge.
- A more certain funding plan for how to address the gap between revenues and expenditures if the state legislature does not allow Seattle to qualify for a state sales tax credit to cover the gap.
- Continuing discussions with the City of Burien (which has also indicated an interest in designating North Highline a PAA).
- More outreach to Seattle residents about the impacts of potential annexation of North Highline.

If the Council approves designation of the North Highline PAA, the following language and map would be added to the draft legislation:

L. Urban Village Figure 9, *Potential Annexation Areas*, is amended to add a map of North Highline as a Potential Annexation Area, as shown on Attachment 5.

Attachment 5



Possible Colman Dock Amendment

This possible amendment would amend Shoreline policies to allow more flexibility in the type and size of development that could be permitted in connection with redevelopment of the state ferry terminal at Colman Dock. Possible amendments to the draft Council Bill are shown below.

M. In order to facilitate redevelopment of Washington State Ferry terminal on Colman Dock, Land Use Policy 270 is amended as follows:

- The 35-foot height limit of the Shoreline Management Act shall be the standard for maximum height in the Seattle Shoreline District. Exceptions in the development standards of a shoreline environment may be made consistent with the Act and with the underlying zoning where:
- a. a greater height will not obstruct views of a substantial number of residences and the public interest will be served; and
 - b. greater height is necessary for bridges or the operational needs of water-dependent, ~~((or))~~ water-related, ~~((uses))~~ or manufacturing uses; or
 - c. a greater height, up to a maximum of 100 feet, may be allowed for non-water dependent uses at or adjacent to the Washington State Ferry Terminal at Colman Dock, provided that:
 - 1) the view corridors called for in Policy DT-UPD8, which are intended to protect views of Elliott Bay and the landforms beyond, are not obstructed;
 - 2) compliance with Policies T28 and T29 and Downtown Goal DT-G9 to limit the expansion of automobile travel by ferry and limit the amount of ferry-related vehicular traffic passing through downtown is demonstrated; and
 - 3) the greater height allows greater opportunity to meet the Harborfront Objectives in Policy LU 269.
 - ~~((e))~~ d. reduced height is warranted because of the underlying residential zone; or

((d)) e. a reduced height is warranted because public views or the views of a substantial number of residences could be blocked.

Land Use Goal 41 is amended as follows:

Locate all non-water dependent uses upland to optimize shoreline use and access, except that nonresidential non-water dependent uses may be located at or adjacent to the Washington State Ferry Terminal at Colman Dock when:
1) compliance is demonstrated with Policies T28A* and T29 and Downtown Goal DT-G9 to limit the expansion of automobile travel by ferry and the amount of ferry-related vehicular traffic through downtown, and 2) such uses would provide public benefits, such as public open space and access to the shoreline.

(*Note that Policy T28 is proposed to be split into 2 policies (see p. 7 of proposed legislation), and this reference is to the new policy that would be created)

Area Objectives for Seattle's Shoreline Policies, LU 269, are amended as follows:

1. Area Objectives For Shorelines Of Statewide Significance

c. Harborfront (Central Waterfront) (The Harborfront area is the shoreline area from Bay Street on the north to S. Jackson Street on the south.)

- Encourage economically viable marine uses to meet the needs of waterborne commerce.
- Facilitate the revitalization of downtown's waterfront.
- Provide opportunities for public access and recreational enjoyment of the shoreline.
- Preserve and enhance elements of historic and cultural significance.
- Preserve views of Elliott Bay and the land forms beyond.

Allow flexibility in the development standards for the Washington State Ferry
Terminal at or adjacent to Colman Dock in order to meet the objectives listed
above.

Amend Policy T29 as follows:

Transportation Policy T29 For water-borne travel across Puget Sound,
encourage the expansion of passenger-only ferry service and land-side
facilities and terminals that encourage walk-on (by foot, bicycle and transit)
trips ~~((rather than))~~ in order to limit the expansion of vehicular ferry service
~~((travel with automobiles))~~.